THE MARINE RECORD.

DEVOTED TO COMMERCE, ENGINEERING AND SCIENCE.

VOL. X NO. 19. CLEVELAND. O., MAY 10. 1888. $2.00 PER ANNUM SINGLE COPIES 5 CE

Det. Bet. Lake & Windsor Ferry Co. - 68

AROUND THE LAKES.

CLEVELAND.

The barge Mary Stockton will be sold at public auction on Wednesday, May 16th, at 10 o'clock a. m. at the south door of the city postoffice, to satisfy a mortgage.

Captain Geo. McKay, manager of the Mutual Transportation Co., received a letter Wednesday from Andrew Hackett of Bar Point light, stating he would in a few days send in a report of the depth of water at that point.

Messrs. Teare & Wight have about all the business they can attend to. They have kept from fourteen to eighteen men busy all spring doing a large amount of work on vessels, making repairs to machinery, building boiler houses, etc.

Captain O. O. Rolph and Mr. O. H. Cook, of the lighthouse service, have bought from Mr. John Marrow the schooner W. T. Chappell, of Bay City, on private terms; she will be under Captain Rolph's command and will be confined to the lower lake trade.

At the Cleveland Drydock Co., the H. B. Tuttle has had her frames fastened forward and some other minor repairs. The Owego which just came out of dock at Chicago sprung her forward butts coming down and was docked here for repairs. The tug John Gordon of Ashtabula is now in dock for repairs to her wheel.

The Globe Iron Works Co. have just completed two of four large sulphite boilers 13 feet diameter and 40 feet long weighing 41 tons each for a paper mill in Sacketts Harbor, N. Y. The Globe Co. have decided upon a novel plan for transporting them to their destination. They will be launched into the river and towed behind a tug.

The Specular which has been changed into a steamer during the winter made her trial trip this week; she gave good satisfaction; turned up 80 revolutions per minute with 125 pounds of steam making about 12 knots. Captain Lamphere feels proud of her; her engines are fore and aft compound 30 and 56 with 48 stroke, two Scotch type boilers 12 feet long.

Captain Chas. C. Goodwin, keeper of the life saving station at this port, has put in an electric alarm system, running from the "lookout" to the Captain's room and the crew's quarters. By this means he can call his crew together without alarming every one along the river. This, and many other improvements which the captain has caused to be made since he has had charge of the station, has been done entirely at his own expense, for the government does not furnish anything of the sort.

The following are the appointments for the Republic Iron Co.: Steamer Republic, I. D. Lyon, master; Harry Swain, chief engineer: Steamer Colonial, Chas. Tower, master; Mr. Stein, chief engineer: Steamer Specular, John Lamphere, master; Mr. Neal, chief engineer: Steamer Continental, C. M. Davis, master; Mr. Hunt, chief engineer: Schooner Magnetic, E. T. Ratray, master; Chas. Anderson, mate: Schooner Grace Holland, C. Z. Montague, master; Peter Johnson, mate.

The life saving station at this port will soon be a paying institution for Uncle Sam. Since the opening of navigation the crew have kept a record of arrivals of vessels, where they hail from, and nature of cargo; and on Wednesday last they were requested to put a man aboard of all Canadian boats to look after customs We have not heard that the extra work brings any extra remuneration, but no doubt it does; for the department to which they belong have the reputation of paying high salaries to keepers and crews anyway.

Messrs. Bassett Presley & Train, the rising young iron merchants of this city, are doing an extensive business this season. They have furnished the steel arches, spike and iron for the two large vessels built at Radcliffe's yard; for the H. J. Johnson, built by the Cleveland Dry Dock Co.; four boats built at Quayles' and also for the boats built at West Bay City, Grand Haven and St. Clair, Mich. They are young men of more than ordinary business ability and we are glad to see their business growing so extensively under their judicious management.

Captain Thomas Wilson has made the following appointments for the transit line boats: Steamer Yakima, James Lowe, master; P. B. Kelley, chief engineer: Steamer Sitka, J. B. Morton master; John Smith, chief engineer: Steamer Missoula, Geo. W. Shepard, master; Charles Rice, chief engineer: Steamer Spokane, W. Jones, master; John Costello, chief engineer: Steamer Wallula, Wm. Colisle master; S. B. Hunter, chief engineer: Charlemagne Tower, S. M. Murphy, master; Geo. Mason, chief engineer: Steamer Kasota, A. E. White, master; M. Maher, chief engineer.

List of vessels that have received their tonnage since last report according to the bureau of navigation: Steamer Charles Stewart Parnell, Oswego, gross 1561.21, net 1123 07; steamer Enterprise, Erie, Pa., gross 80 92, net, 71.32; steamer Gladstone, Cleveland, gross 2112.29, net 1811.91; steamer H. Williams, Grand Haven, gross 249.92, net 172 96; steamer Hudson, Detroit, gross 2294 76, net 1853.37; steamer John Cowan, Grand Haven, gross 23.36, net 12.53; steamer May Durr, Milwaukee, gross 583.11, net 440 03; steamer Thomas Davidson, Milwaukee, gross 2226 49, net 1714.53.

A compromise was effected between Colonel James Pickands, president of the Nypano ore dock company, and a committee of the striking ore handlers on Saturday night, and Monday a. m. The car loaders on the docks returned to work. The result is virtually a victory for the strikers. The company wanted the car loaders to work for ten cents a ton instead of by the day. The men demanded that the day work system should not be changed to the contract plan, and asked for $2 a day. The settlement provides that the men shall receive $1.75 a day for loading cars, the same wages that they were paid under the former contractor during the winter months.

The new steamer Corsica, recently built for the Mutual Transportation Co., left Buffalo for Milwaukee with 2418 net tons of hard coal cargo and 182 tons of fuel on 14 feet 9 inches draft aft and 13 feet 9 inches forward. The Cambria, sister steamer for the same company, built by the Globe Iron Works Co., left for the same port with 2123, net tons of hard coal and 200 tons of fuel on 14 feet 10 inches draft aft and 13 feet 9 inches forward. Buffalo papers comparing the Owego with the Corsica stated there was a difference between them in favor of the Owego, but when the difference in carrying capacity and the $100,000 difference in price is taken into consideration, we think the Corsica or Cambria either are superior to the Owego in a financial point of view.

The new Inland Lloyds' vessel register for 1888 is out, and is more complete than ever. The officials representing the Lloyds are Oscar T. Flint, of Buffalo, president; Thomas J. Crosby, of Chicago, vice president; Henry S. Sill, of Buffalo, secretary and treasurer; Wm. W. Bates, of Buffalo, manager. Executive committee: Townsend Davis, of Buffalo, chairman; Henry S. Sill, of Buffalo; Oscar T. Flint, of Buffalo; Geo. W. Franklin, of Chicago; and J. J. Clark, of Detroit. We are pleased to note that since Mr. Wm. W. Bates has assumed the management of the Inland Lloyds, the system of classification has given the best of satisfaction. The system will be found in detail in the first pages of this revised edition, and it will be seen, upon examination, that it is based upon the principles of justice to all.

At a meeting of the Cleveland Vessel Owners' Association last week it was reported from Fairport that there is but thirteen feet of water over the inner bar at that port. The association requested the Fairport ore men to take some action toward deepening the channel, and it was learned after the meeting that a dredge had been ordered to do the work immediately. At Ashtabula harbor the wreck of the schooner J. F. Joy, which lies on a line with the east pier, is a hindrance to navigation. The mayor of that place has been requested to keep a light on the Joy until the government removes the old hull. The question of sailors' wages was brought up at the meeting, but no reduction was made. The present scale of wages was adopted by the association during the winter when the prospects for the present season of navigation were brighter than they are now. On this ground most of the vessel owners are in favor of reducing wages. However, as the majority of the boats have their crews aboard, and some of them are in commission, it was agreed that a reduction in wages could not be made just now. It was understood that the prices for unloading ore carriers will be 18 cents a ton, or 2 cents lower than it was a year ago. A reduction in prices in trimming ore is also expected.

Meteorological summary for the week ending May 8, 1888:

Mean actual barometer	30.08
Mean temperature	54.5
Mean humidity	66 4
Total precipitation	.81
Prevailing direction of wind	S.
Total wind movement	1563
Av. cloudiness	5 0
Av. state of weather	Fair.
Max. temperature, highest	75 8
Min temperature, lowest	36.5

W. H. HAMMON, Sergt. Signal Corps, U. S A.

CHICAGO.

Special to the Marine Record.

The steamship John F. Eddy was on the bottom opposite the foot of Franklin street on Monday afternoon; two tugs pulled on her about two hours and released [illegible].

The Northern Michigan line's new passenger and freight steamer, City of Charlevoix, arrived here Sunday from Milwaukee She was launched at the Milwaukee ship yard recently, who built her from what was left of the steamer Champlain, which they cut in two amidships and lengthened out. She is 180 feet in legnth over all, 29 feet 6 inches beam, 12 feet depth of hold. She has 86 state rooms and her accommodations for passengers and crew are excellent. She is a very substantial, well built steamer, and everything about her has been studied to make her safe and comfortable. Captain Ira Bishop, will be in command; John McCaffrey, engineer; John Murray, clerk; Edward Bassett, steward. She left Tuesday night at 8 p. m. on her first trip to Charlevoix, Petoskey, Harbor Springs, Mackinaw, Cheboygan and St. Ignace, with a large quantity of freight and a number of passengers.

The passenger and freight iron steamer Wisconsin, Captain Wm. J. McGregor, arrived from Milwaukee early Sunday morning and has taken on a load of oats for Sarnia. She will run between the latter port and Duluth, having been chartered by Botsford of Port Huron for the season.

Captain James Callaway, came along from Milwaukee Tuesday to look after marine matters. He reports a heavy fall of snow at Milwaukee Monday, some four inches deep. He will command the ship Green Bay again.

At the Chicago Drydock Co.'s, the schooner DeLos DeWolf, is in dock receiving new bilge planks, new top side planks, new arches and a general overhauling and calking; the yacht Countess, is getting a new jibboom; the barges Empire State, Carney and Kate Darley and steamer John A. Dix, are having their decks calked; the propeller J. L. Hurd, has had the iron taken off her bow, some calking done and the iron replaced; the schooner David Vance and steambarge Fayette, have received some general repairs; the tug Ruby a new rudder; the schooner William Jones a new cathead.

Fred A. Ballin, draughtsman, at the Detroit Drydock Co., passed through Chicago last week on his return to Detroit and we are pleased to say that his health is much improved by his winter stay in California.

Lumber freights are, from Green Bay ports $1.62½, Manistique $1.62½ on the rail, Manistee $1.50, Muskegon $1.25, Ludington and Pentwater $1.37½.

The Lake Michigan and Lake Superior Transportation Co., have removed to the corner of Rush and North water streets.

The case of Captain W. J. Fagan, vs. Valentine Fries, for slander, came on for trial last Thursday afternoon, April 26, in Judge Jamieson's court. The judge, without hearing evidence, held that statements made on oath by a witness were privileged, and advised the jury to find a verdict of not guilty. Notice was given for a new trial. W. H. Condon was attorney for the plaintiff and Schuyler and Kramer attorneys for the defendant.

Mr. Coffinberry has been advised by Frank Wheeler of Bay City that the engines furnished by the Cleveland Ship Building Co for the Wheeler boat, Tom Adams, are more than satisfactory. The Adams towed a schooner light to Escanaba 10½ miles per hour with 125 pounds of steam without heating a box or any other hinderance which is so liable to occur with new machinery. The Philip Minch also went to Escanaba light, 10 miles per hour, towing the schooner G. H. Warmington.

The schooner Libbie Nau, loaded, coming down the north branch stern first, in tow of a tug last week, got too close under the bow of the schooner Lumberman, unloading cedar posts at Watson's dock, near north Halstead street bridge, and carried away the latter's top sail yard.

The Iron King was chartered Tuesday to load oats for Buffalo, at 1½ cents; the Iron Queen, to load corn for Buffalo at 2 cents; and the Nebraska to load wheat and corn at through rates.

Captain John Bourkland, arrived from Buffalo, to take charge of the schooner David Vance.

Captain Frank L. Bayless, arrived last week from Detroit, to take charge of the steamship T. W. Palmer.

The schooner Charlotte Raab, Captain J. W. Melchert, made an excellent first trip to Manistique and back. She left Chicago on the morning of the 25th April, arriving at Manistique in the afternoon of the 26 h, was detained there loading lumber until the afternoon of the 29th and arrived in Chicago Tuesday morning May 1st. A heavy gale and severe snow storm was encountered.

Captain Richard Davis, has arrived back at Chicago with his steamer Barney after a twenty months trip to New Orleans, Mobile, Biloxi, Mississippi City, Galveston and many other ports for the benefit of his health. He had lost some flesh but his health has improved. He has had the Barney placed in one of Miller Brother's drydock's where she will receive new frames, deck and plank-shear, new shaft and stern bearings and recalking. She will then go into the excursion business at the lake front. WILLIAMS.

Judge Blodgett rendered a decision in the case of the owners of the Lucinda Van-Valkenberg, which was sunk off Thunder Bay Island May 31, by the Lehigh, of the Anchor line. The court found for plaintiff and said the fault lay entirely with the Lehigh in running at too high a rate of speed. Appeal will be taken.

All quiet between coal handlers and shippers.

The tug Parker came near foundering four miles out Friday night. She lost her rudder blade and it was only by hurculean efforts that a temporary one was rigged. She was six hours getting in.

The greatest grain fleet that ever left Chicago at the opening of navigation, began starting on the 30th of April. It is composed of 97 vessels, and the cargoes aggregate 4, 442,000 bushels.

The Dunham lines newly added tug, W. R. Crowell, was put in commission last Saturday with Captain Bowen in command.

The north side coal-heavers' assembly met Sunday afternoon, and, by vote, agreed on last season's schedule of prices for unloading coal carriers. The rates of last year, which were again adopted Sunday, call for 12 cents per ton, net, for hard, and 14 cents for soft coal.

How far can a man hear a foghorn at sea? How far can a bright-eyed sailor see a red light when fogs are floating in a haze over the choppy waters about Thunder Island Bay? These questions cut an important figure in a case which Judge Blodgett decided Monday, when he held that the propellor Lehigh was at fault in colliding with the schooner Lucinda Van Valkenburg and causing her destruction, with the loss of a valuable cargo, a little after midnight, May 31, 1887. The matter was referred to a master to ascertain the value of the vessel and her cargo. In his decision Judge Blodgett said that Captain Hogg of the propeller had disregarded the great peril which attends high speed in navigating a vessel on a foggy night. The testimony showed that both boats had their fog signals blowing all night. The Anchor Line, to which the Lehigh belongs, practically acknowledged the boat was at fault, but thought the claim of $8,000 for the loss of the schooner was too high, and so contested the suit after a vain attempt at a compromise with her owner, Thomas Hood.

A nice point in maritime law never before raised in Chicago, and seldom elsewhere has arisen over the obstruction in the south draw of Wells street bridge. April 10, the propeller Wallula, while being towed down the river, struck a snag in the river at that point and broke two planks. She was unloaded and taken to dry dock. About 9,000 bushels of her corn cargo were wet, and the total damage amounted to between $4,000 and $5,000. This amount Crosby & Rardon, at the order of Wilson et al., the owners of the boat, who reside in Cleveland, will demand of the city, and if it is not paid suit will be instituted for the amount. "We shall make the formal demand on the city for the money," said Mr. Kremer of Schuyler & Kremer, who have charge of the case, "as soon as the bills are all in. I think we can legally hold the city for the damage, if payment is refused by the council, although I understand the city officials will try to shoulder the liability for the loss on the contractors for the bridge now being built at Wells street." Assistant Attorney Knight, when asked his opinion on the city's liability, said: "The river is exactly on the same legal plane as a street. It is a highway, and the same statutes which cover such dangerous obstructions on streets also cover the river. In this case, however, the oldest river man never suspected there was any obstruction at Wells street which the removal of the piles protecting the abutments would uncover and render navigation dangerous. The city could not be said, therefore, to have received notice of any kind that the highway was dangerously obstructed. Neither did the contractors know they were placing an obstruction in the way of vessels by pulling out those piles in preparing to take down the old abutment." Two other prominent attorneys, who requested their names be not used, thought that on the general principles of law the city would be compelled to pay for the loss. The obstruction has not been touched since the Wallula discovered it, and the city is exposed to other suits for damages every time a deeply loaded vessel passes through that draw. It consists of a shelf of rocks and timber about six feet from the south abutment, and is about eight feet high.

Bright sunshine greeted the fine fleet of steamships which arrived at this port from the lower lakes, for the first time this season, on Saturday May 5th. The first to arrive was the Tioga of the Union line, between 7 and 8 a. m., followed about two hours later by the J. C. Gilchrist. Just before noon the Onoko arrived and during the afternoon, the Arabia, Boston, Wm. Chisholm, Monteagle, Northerner, Devereux and the City of Rome, arrived Sunday morning and others are arriving daily. All Chicago people who have any interest in marine matters, or who know enough to appreciate the vast amount of benefit Chicago receives from the splendid fleet of ships arriving in port, will give them and their officers and crews a very hearty welcome.

The new passenger and freight steamer Petoskey, owned by Seymour Brother's, of Manistee, commanded by Captain Fred Seymour, arrived here for the first time on Thursday, May 3rd. She is a very handsome, well built boat, and her cabins and state rooms are furnished elegantly. She is 186 feet over all, 30 feet 4 inches beam, 12 feet 2 inches depth of hold. Her engine, a fore and aft compound, high pressure cylinder 22 inches, low pressure 40 inches, boiler 10 by 16 allowed 120 pounds per square inch. She will make two trips a week between Chicago and Harbor Springs, touching at Ludington, Manistee, Frankfort, Northport, Old Mission, Traverse City, Elk Rapids, Charlevoix and Petoskey, leaving this port Mondays and Thursdays. The H. Cannon Co., supplied her outfit.

The new steambarge May Durr, recently built by the Milwaukee ship building company, arrived here Monday from Milwaukee, to take on her first cargo. She is a very handsome, well built boat, length of keel 163 feet, beam 31 feet 6 inches, molded depth 14 feet and she has a carrying capacity of 32,000 bushels. She loaded corn for Georgian Bay and will tow the schooners Halstead and Grey Oak down. Edward E. Ayer of this port has contracted with Captain John Fitzgerald for the Durr to carry cedar posts from Lake Huron to Duluth for a number of trips. She is commanded by Captain Lund formerly of the steambarge Rust

The L. M. and L. S. T. Co.'s passenger and freight steamer City of Duluth, Captain Lyman Hunt, engineer, Henry Chalk, left this port for Duluth Monday evening. She is the first of the company's steamers to leave this season. The J. L. Hurd, leaves to-day (Tuesday) and the Peerless will follow during the week.

[*Continued on 5th Page*]

MARITIME LAW.

CHARTER PARTY—CONSTRUCTION—WHAT ARE WORKING HOURS—REBATE OF CHARTER MONEY.

U. S. District Court, Southern District of New York.

In the charter under which libelants chartered the steamship Principia was a clause providing that "In the event * * of damage preventing the working of the ship for more than 24 working hours" payment of hire should cease till the vessel was again fit to resume service. The steamship having broken a propeller blade was drydocked for repairs on the afternoon of Saturday and was taken off on the afternoon of Monday. Libelant claimed a rebate of charter money for the two days the vessel was on the dock and brought this suit to enforce it, claiming that "24 working hours" meant hours during which work might possibly be going on, i. e. consecutive hours, night and day. Held, that the phrase "working hours" in a clause of a charter party means in its customary sense, those hours during which work is ordinarily done about the business to which the charter relates, and is to be construed according to the custom of the port as to working vessels; that the burden was on libelant to prove his interpretation of the clause, and having failed to do so, his libel should be dismissed.

Brown, J.

The libel, is filed to recover a rebate of charter money. The libelants in December, 1884, chartered the steamship Principia from her owners for twelve months. By the terms of the charter the owners were required to do certain repairs. By the 19th clause, the "steamer was to be docked, and bottom cleaned and painted, it charterers think necessary, at least once in every six months, and payment of hire to be suspended until she is again in a proper state for the service. "By the 14th article it was provided that "in the event * * * of damage prevent the working of the steamer for more than 24 working hours "the payment of hire" should cease until she should be again in an "efficient state to resume her service." In the following April having gone a ground upon one of the trips, and one of the blades of the propeller being broken, she was docked by the owners to make the necessary examination of her hull and to do needful repairs. She went upon the dock in the afternoon of Saturday, April 26, and was taken off on the afternoon of Monday. During this time her hull was also painted. On the 8th of May the libelants presented a bill to the agents of the owners claiming a rebate for three days hire, amounting to $534.90, for the three days the vessel was on the dock. Payment was declined. The monthly hire was subsequently paid in advance for several months, until on the 7th of July, as the result of negotations, the charter was cancelled by the payment by the libelants of $7500. That sum was understood to embrace one months hire and charges for agents, commissioners, arbitration fees and cables. In the negotiations for the cancellation of the charter express allusion was made to the claim which had previously been presented and rejected, for the rebate now in suit. A few days after the cancellation and payment of the money the claim for rebate was renewed and the present libel filed.

The claim was made for the time that the vessel was on the dock while being painted, under the 19th clause. The evidence shows clearly, however, that the charterers had made no demand or request that the bottom be cleaned or painted, and that that work was not necessary to be done at that time; but was voluntarily done by the master, in order to save the expense of subsequent docking; and that the painting did not extend at all at the time she was necessarily on the dock for the work. At the trial the complaint was allowed to be amended so as to include a demand under the 14th clause of the charter, i. e. "for preventing the working of the steamer for more than 24 working hours."

The evidence shows that the phrase "working of the steamer" refers to work in port, about any of the charterers business with the ship; such as that pertaining to the loading or unloading of cargo. The effect of this clause, therefore, is that in case of any damage that prevents such working of the steamer for more than 24 of the ships working hours, payment of hire shall cease. The libelant's claim that "24 working hours" means hours during which work might possibly be going on; that is, consecutively, night and day; the respondents say that the phrase means only the ordinary working hours in the handling of the ship in port, in the work of loading and discharging, and that this, under the regulations of the custom house, is ordinarily from 8 to 10 hours per day only. The usual stipulations in charters on this subject are made in either of these forms, viz., by running days, by working days, or by working hours. The respondents contend that the latter clause excludes holidays, the ordinary hours of rest, bad weather that disables from working and any general disability, such as strikes. Only one witness was examined on each side in regard to the meaning of this phrase.

The libelants contention would give no effect to the word "working," and would be equivalent to striking that word out of the clause. This is not admissable in the construction of written instruments. In the absence of special proof of some different meaning, the words of the contract must be construed in their ordinary sense. Twenty-four working hours i this view would mean those hours during which work was ordinarily done about the business to which the cause relates. If, for instance, it was the usual practice in this port to work day and night consecutively during good weather the words would be construed to mean consecutive hours during such weather. Holidays would be admitted, or excluded, according as by usage they were not deemed a ship's working hours in port.

The burden of proof is upon libelants to establish the fact that "working hours" in this port means consecutive hours day and night; because without that construction, the damage in this case and the repairs on the ship did not prevent the working of the steamer for so many as 24 working hours.

I cannot find that the libelant has established this by preponderance of evidence, and I am, therefore, constrained to dismiss the libel on this ground, without considering the effect of the subsequent cancellation of the charter.

March 28, 1888.

FOREIGN BUILT STEAMER FOR THE LAKES.

The screw steamer Algonquin, recently launched by Napier, Shanks & Bell, Yonkers, was on Thursday taken out for trial over the admiralty measured mile at Skelmorlie. As previously reported, the vessel is 245 feet by 40 feet by 23 feet, specially designed with full lines for carrying a large dead weight of grain on limited draught, through the Canadian lakes. After being navigated to Montreal she is to be cut in two for passage through the canals, and put together again on Lake Ontario. The engineers, of most improved and economical type, have been constructed by Dunsmuir & Jackson, Govan, and worked with great regularity. The vessel loaded attained on trial a mean speed of 9.9 knots, a result considered exceedingly satisfactory. The owner, Thomas Marks, in proposing success to the builders and engineers, expressed himself as highly pleased with the vessel's carrying capacity, and more than satisfied with her speed. H. M. Napier, in replying, stated that she carried eighty tons more than stipulated, and steamed a knot faster than had been promised. Mr. Jackson mentioned that the horse-power was 1,350, being 150 more than specified. Mr. Robson, responding for Lloyds, congratulated the owners on posessing a vessel and machinery both considerably in excess of their, Lloyd's, requirements. The Algonquin leaves in a few days for Montreal, and is expected to be ready for service on the lake by the end of May."

RIVER TRAFFIC.

Commissioner Swift of Chicago issued an order to Chief Harbor-master Irwin last week directing him to inform the various marine interests to use all reasonable means to tow their craft, arriving during the night, to places of destination; to enforce the laws regulating the red ball on bridges; to enforce the law as to the whistling nuisances; to direct the bridge-tenders to wheel off the sweepings accumulating on the bridges to the approaches of the same, and to arrange with the owners of the slop-boat Lucille to take water ballast in the lake so as to avoid swinging the bridges on return trips to dock.

"We shall make an effort this year to abate the bridge nuisance," says the commoner, "and we do not expect to be compelled to use any violence, either. The plan of lighting the river by electricity I believe, will make it an easy one for all vesselmen to use the river between dark and daylight. From present indications the river is sure to be as well lighted as our streets. The danger to vessels will be small and the advantage of rapid transit along the river will be apparent. The electric lights, in my opinion, solve the problem which has agitated the citizens for years. They may be slow at accepting the new plan, but what plan has not been accepted slowly at first? I can remember when tugs were first introduced here, and it was no uncommon thing for vesselsmen to refuse to be pulled up the river by them."

NOTICE TO MARINERS.

The following notices have been issued by the lighthouse board as aids to navigation:

Notice is thereby given that on or about May 10, 1888 the arc of illumination of the fixed red light shown from the watch room window of the tower at Wind Point (Racine Point) Light Station, Lake Michigan, Wisconsin to cover Racine Reef, will be changed so that from seaward it will be visible between the magnetic bearing N. ½ W. to N N W. ½ W.

Notice is hereby given that the structure from which the pierhead light at South Haven, Michigan, is shown has been moved out to within thirty feet of the end of the pier. By order of the lighthouse board. STEPHEN C. ROWAN.

Vice Admiral U. S. Navy, Chairman

The flag on the Life Saving Station was pis played at half mast Sunday and Monday, as mark respect for deceased surfman Frank Clements.

Cosmopolitan Hotel,
HIGH STREET.
ASHTABULA HARBOR, O.
C. Timmerman, Proprietor
Vesselmen will find this hotel first-class for clean, comfortable rooms and plenty of excellent food and good accommodations.

HENRY ESCH,
Groceries and Provisions,
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Special attention given to vessel supplies.
South side of River Street Manitowac, Wis.

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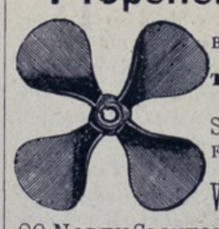
Steam Fitter and Machinist,
DEALER IN
ENGINEERS' SUPPLIES.
Sole agent for Cleveland for the Giant Red Valve.
Mead & Thomson's Feed Water Purifier.
Agent for Lubricating Oils. Agent for the Capital and Medal Cylinder Oils.
123 River Street, Cleveland, O.
Telephone 77.

Propeller Wheels.

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Two, Three or Four Blades for
SPEED OR TOWING
From 12 Inches to 14 feet in Diameter
VULCAN IRON WORKS
80 NORTH CLINTON ST., CHICAGO, ILL.

Cleveland Block Co.,
MANUFACTURERS OF
Iron Tackle Blocks
TAKING THE PLACE OF WOODEN BLOCKS FOR ALL PURPOSES.
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Goodsel's Rubber Back Flax Packing, Steam Packing, Valves Gaskets, etc. Rubber Clothing Boots and Shoes.
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SPECIAL GRADES OF WATER AND STEAM HOSE FOR MARINE USE.
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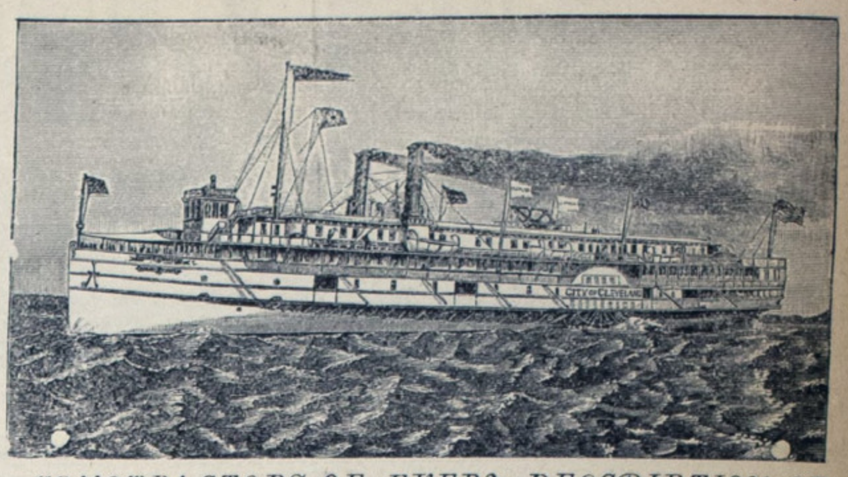
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With plenty of Wrecking Material on board and in Warehouse.

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If you measure carefully the figures in this cut you will find that the man who appears the shortest is in reality the shortest. If you will coal your boats at my dock, adjoining S. F. Hodge Iron Works, you will get better dispatch and better COAL than at any other place in the city.
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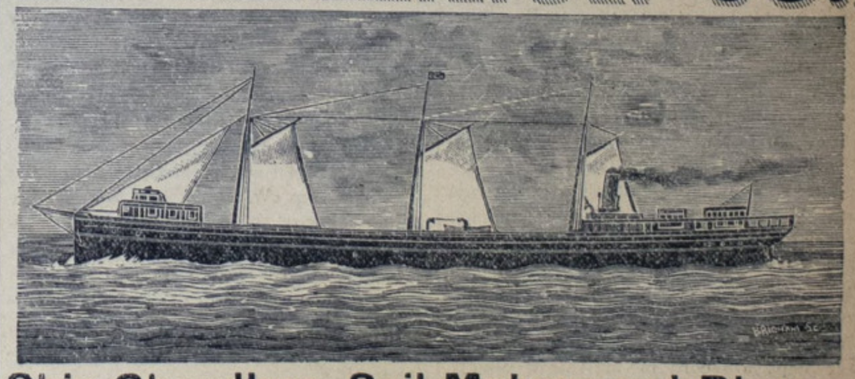
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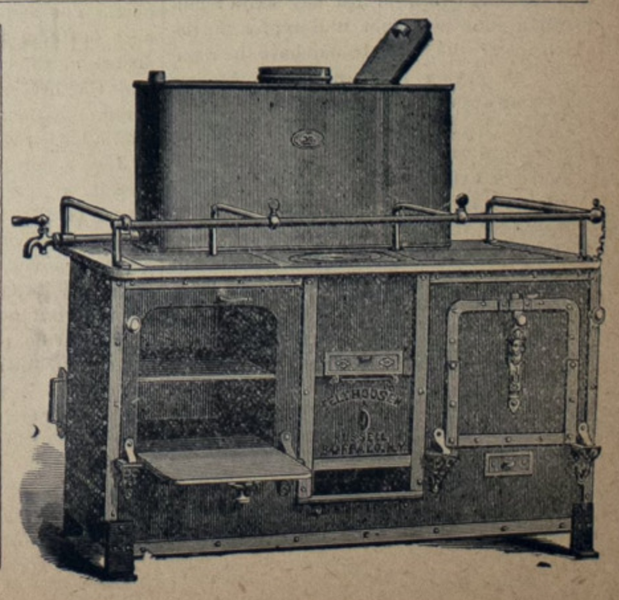

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WANTED.
A SMALL STEAM LAUNCH. ADDRESS, GIVing size, speed, age, etc., and bottom price, H. A. MURPHY, Bayfield, Wis.

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THE CLEVELAND SHIP-BUILDING COMPANY,

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We take pleasure in announcing that we have purchased the property, business and good-will of the Cuyahoga Steam Furnace Company, and will add to these works, so long and favorably known, a first-class Iron Ship-building Department, with sufficient room and all modern facilities for building two large vessels at the same time, and a Boiler Shop with most approved tools for large work, including Tweddell's Hydraulic Plant for flanging, riveting, etc.

We have associated with us Messrs. H. D. Coffinberry and Robert Wallace, late of the Globe Ship-building Co., and the Globe Iron Works, and Wm. M. Fitch, late of the Winslow Line of Steamers. We have made the following appointments: Mr. O. N. Steele, Assistant Superintendent; Mr. Thomas W. Bristow, late foreman of Wyandotte Ship Yard, Superintendent of Ship Yard; Mr. Quincy Miller, Superintendent of Boiler Shop; Mr. John Stoney, Superintendent of Foundry, and Mr. Jas. C. Wallace, Draughtsman.

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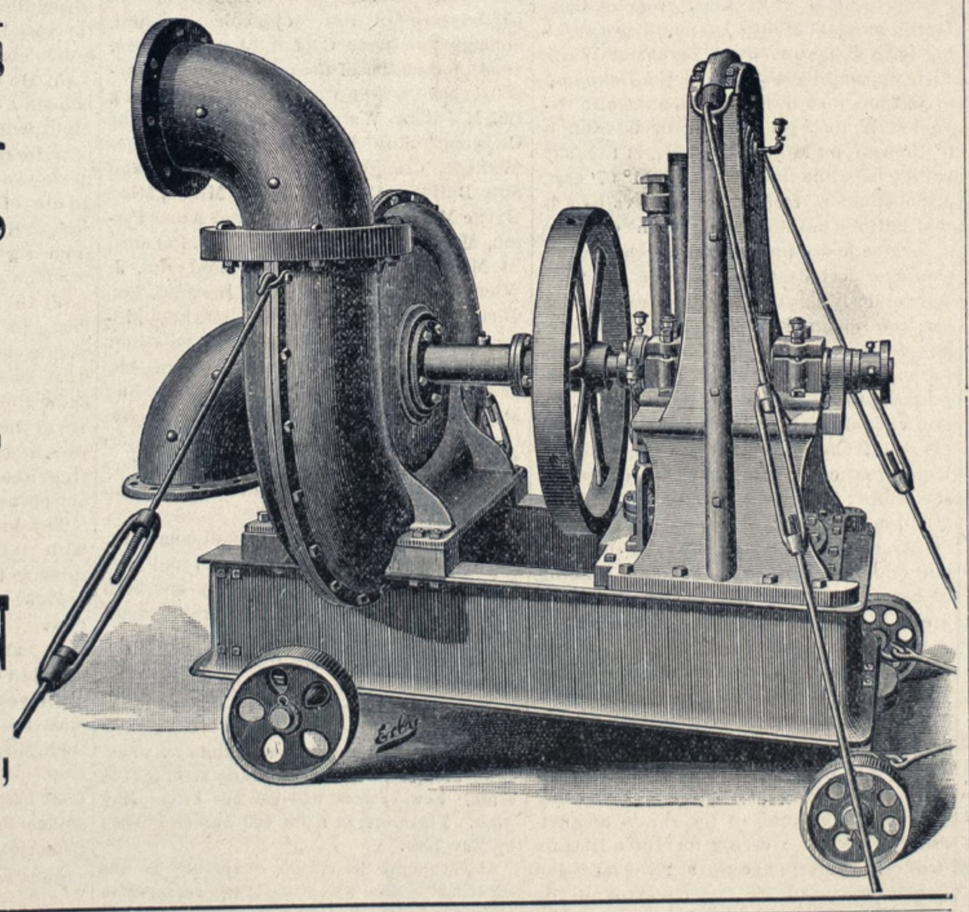

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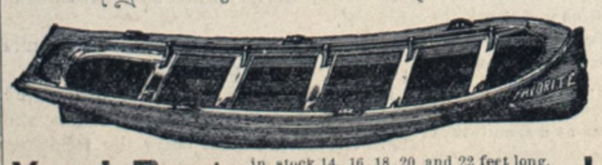

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Steam and Hand Steering Wheels to Order.

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THE boiler and machinery of the tug George Hand, all in first class condition. Apply to HENRY McMORAN or D. M. RUNNELS, Port Huron, Mich.

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THE TUG MYRTLE, of Sandusky, Ohio, for sale cheap. Is in first-class condition. For particulars write to FRED GROCH, Sandusky, O.

FOR SALE.
PROPELLER TOLEDO—About 700 tons capacity. Apply to EBER WARD, 51 Griswold Street, Detroit, Mich.

FOR SALE.
THE TUG CAL DAVIS—Over all 65 feet, beam 14 feet, depth of hold 6½ feet, draws 7 feet of water. Has boiler allowed 90 pounds of steam, outboard shaft (no engine.) All in good condition. Price, $1,200. For further information address HENRY LAY & CO., Sandusky, Ohio.

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IN EXCHANGE for improved Buffalo city property, three-fourths of a mile from City Hall, West Side. Fine dwelling houses that always rent. Address, M. BROS., 22 Root St., Buffalo, N. Y.

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Propeller Benton, A2. Average load, 300M. $28,000.
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BARGE COL. BRACKET—She carries 260M feet of lumber, 420 tons of coal. Had $900 worth of repairs last season. Fit out good. Price $1,600. Mention this paper. ED. J. KENDALL, Port Huron.

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FIRST-CLASS in every respect. Nearly new. Capacity—400,000 feet lumber, 650 tons of ore, 700 tons of coal, 25 000 bushels of grain, and in addition the best tow boat on the lakes and the most economical of fuel. Present owners no further use for her. Address LUMBER, care of Clowry, S. W. Div. P. O., Chicago, Ill.

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Marine Record.

Published Every Thursday at 144 Superior Street, [Leader Building] Cleveland, O.

A. A. POMEROY, EDITOR AND PROP

BRANCH OFFICE:
252 South Water Street, Chicago, Illinois,
THOMAS WILLIAMS, Associate Editor.

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Subscribers and others are respectfully invited to use the columns of the MARINE RECORD for the discussion of pertinent topics.

Entered at the Post Office at Cleveland as second-class mail matter.

CLEVELAND, O., THURSDAY, MAY 10.

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ORGANIZED IN 1880.

[Membership, 1887]

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Ninety-five sail and consort, aggregating.60,089 ons.

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MARINE RECORD—OFFICIAL PAPER.

NOTICE TO VESSEL OWNERS.

By resolution of the Cleveland Vessel Owners' Association, February 2, 1888, the assessment on the tonnage for 1888, custom house register, was levied the same as for 1887, viz: 3c per ton on steam and 4c on sail and consort. The secretary is not allowed to admit tonnage after the opening of navigation, therefore, all wishing to enter, should write or apply at once to

B. L. PENNINGTON, Sec'y and Treas.,
110 and 112 Water St., Cleveland, O.

THE CHICAGO BRIDGE CLOSING ORDINANCE.

In last week's RECORD we gave the proceedings of a conference between vessel owners, representatives, tug men, city officials and others interested, held at the lumber exchange in that city last Thursday, without comment. We think that in justice to the many pedestrians who daily make use of the bridges, some reforms might be planned and carried into effect. But due regard to the vessel interests would seem to prompt careful scrutiny of any measure calculated to curtail or interfere with their traffic. The statement of His Honor Mayor Roche that "there are 700,000 people in Chicago, who are not interested in shipping must be taken with a grain of seasoning. For, in fact, no inhabitant of a city as much indebted to the marine interests for her commercial prosperity as is Chicago, can be entirely uninterested in the same, be he capitalist or laborer. If 100,000 of the citizens of Chicago are actively engaged in marine transactions there are certainly as many more connected with them in relations so close that an application of the English statesman's philosophy is apropo. Chicago people who never see a vessel or even hear a tug whistle are certainly interested in the growth of their city, and the development of its business interests, and so are, or should be, interested in the lake traffic, and if it be unreasonable to ask one class of citizens to psrform their labor during the night time, we see no reason why it is not equally so with another. Should a vessel arrive at the piers at 6 a. m., which is as likely to be the case as for her to arrive at any other hour, and then to be prevented from going to her discharging dock by reason of a bridge ordinance, she would be subjected to an expense which we can call nothing else than unjust. The same reasoning would apply when ready to shift to her loading dock and also when ready to be towed out to sea. The RECORD hopes that the city officials and business men of Chicago may be brought to view this matter in its proper light and that a just observance of the rights of all may obtain.

THE MAGNETIC NEEDLE.

ERIE, PA., May 5, 1888.

To the Editor of the Marine Record:

Humboldt's Cosmos informs us that in China the directive property of the magnetic needle was made use of on land 2634 years before the Christian era. Their vessels were guided by the magnetic needle and through them a knowledge of the compass was conveyed to India, through Arabian navigators to the Crusaders, by whom it was introduced into Eastern Europe. Ase Frode, the Icelandic historian of the eleventh century, is the first European writer who makes mention of the use of the mariners' compass.

From a Chinese work, written between 1111 and 1117, A. D., we learn that the needle was then suspended by a silk thread and that the mode of measuring the amount of declination had long been understood. Columbus probably was the first who records the change in the sign of declination. He has also the merit of being the first to discover a part of an agonic, or line of no declination. The declination was marked on the chart of Andrea Beanco in the year 1436. Halley's logonic chart was published about 1700, based entirely upon observations. The discovery of the gradual change of declination is due to Sellibrand, of Gresham College, England.

I also find the dip of the needle to be governed by a periodic change of about 46½ years. At St. Louis and other places in the western states the dip was decreasing between the years 1819 and 1842, at an average rate of two minutes per year, and that it became stationary about the same time on the Atlantic coast, and is now on the increase; this change reaches as far north as Sitka; it therefore appears with great probability that over the northern part of the United States, from ocean to ocean, the change follows a uniform law.

Observations of the horizontal force for intensity were conducted at Toronto, Boston, New York, Philadelphia and Pascagolo between 1843 and 1845 and resulted in showing an annual increase of 1-1000 part of the force. At Anlezavic Island on the coast of Labrador, in July, 1860, the magnetic declination was found to be 52° 23′ 2″ west, dip 82° 13′ 3″, and the horizontal intensity in English units 1.696; the geological formation consisted of gneiss with traces of scienitic rock portions of which contain garnets with no indication of the presence of magnetic oxide of iron. At Absecum Light, in August, of the same year, the declination was 4° 54′ west, dip 71° 47′, and intensity 4.205; the ground was white sea sand and the effect of the cast iron stair case in the light house was found insensible. The line of no variation runs northwardly through the west end of Lake Erie, crossing Lake Huron at about Middle Island, thence crossing Lake Superior in the region of White Fish Bay and looses itself in the Dominion of Canada, at Pancake Point, at Sandy Island in White Fish Bay the declinarion is 0° 15′ west, on Minnesota Point, at the lake survey base line the variation is 11° 07′ east. My deduction from these observations is that latitude has no bearing on the question of magnetic declination, and its changeable character forbids the hypothesis of "iron beds underlying the lake." I cannot follow the scientific analyses of this subject any further, nor can I adduce any formula for compensation. The matter of most importance to the lake navigator is the deviation caused by the induced magnetism of his ship from various sources constantly at work, particularly in the case of iron or steel ships; it is driven into the hull by the attrition given each and every rivet used in construction, agravated by the straining and pounding of the sea and the revolving of her screw, and the longer a ship is steered in a given course the greater will be the magnetic charge and the more slowly will it move with a change of course; this is by some authorities designated "sluggishness," and the amount of this error cannot be predicted; in some known cases it amounts to 10°.

Sir Wm. Thompson gives as a warning for this sluggishness of the ship's magnetism: 1. After steering for some time on westerly courses expect westerly error if you turn to the north, or easterly error if you turn to the south. 2. After steering for some time on easterly courses expect easterly error if you turn to the north, or westerly error if you turn to the south.

The deviation arising from heeling of the ship is another very important factor in the problem and is found to be greatest on north or south courses. I have known it to be 12° east on the starboard tack and 7° west on the port tack in the same ship, when headed north with a healing of 6°.

ABRAHAM J. LOUCH.

The arc illumination of the fixed red light shown from the tower at Wind Point, Wis., to cover Racine reef has been changed so that it will be visible between north half west to north north west quarter west.

TRIAL TRIP OF THE NEW STEAMER CORSICA.

This new steamer left the east pier at 8 P. M. Saturday April 28, light, for Buffalo to load coal for Milwaukee, and notwithstanding some heavy ice was met with she arrived at Buffalo at 2 P. M. Sunday making the run down in about 18 hours. Following close in her wake as she left was the sister steamer Cambria and the trial of speed was interesting to all on board of each boat, for during the latter part of the winter there has been considerable discussion as to the sailing wants of the two boats. The run to Dunkirk was made in about 12 hours, when the heavy ice was met with by the Corsica, the Cambria being five or six miles astern. After the Corsica had worked into the ice for about two hours the Cambria following in her wake, comes up and pulled out on the starboard side passed the Corsica leading her into Buffalo, the Corsica following her into port in a few minites. Neither of those two boats checked down until reaching the ice. During the season the Corsica will prove herself equal to the Cambria in every respect, for during this maiden trip she developed 1,300 horse power, and made 13 miles per hour turning up an average of 73 revolutions of the wheel per minute, she could have done even better than this but Captain Wm. Cummings who commands her, had orders not to exceed 75 or 78 turns. Much credit is due to Mr. James Pervis, chief engineer, who fitted up her machinery and made the run from Cleveland to Buffalo without heating a box or meeting with any other difficulty so liable to occur with a new boat. Among those on board who enjoyed the trip were: Messrs. M. A. Hanna, president of the line; J. F. Pankhurst, vice president and general manager of the Globe Iron Works Co.; J. H. Smith superintendant; Walter Miller draughtsman for the Globe Iron Works Co., builders of both the Cambria and Corsica; Mr. W. F. Gregory chief engineer of the Lehigh Valley line; Jack Beverly compass adjuster, and the editor man of the MARINE RECORD, all of whom expressed them as well plessed with results. This splendid boat equals in every respect all expectations of those interested, and it is beleived before the close of the season she will give evidences of her speed that will surprise some lake men. She is without doubt one of the finest specimens of lake craft ever seen in these waters, and the best wishes of the RECORD follow her, her owners, and builders.

THE TRIAL TRIP OF THE PHILIP MINCH.

This fine new wooden steamer, Philip Minch, built by Messrs. Wm. Radcliffe & Sons for Mr. Philip Minch of this city, made her trial trip on Saturday afternoon, leaving the east pier at 1:30 p. m. She sailed due north about 5 or 6 miles and while out her compasses were tested and corrected by Mr. Jack Beverly. Her engines, built by the Cleveland Ship Building Co., which are triple expansion, 19 30 and 52 inches by 40 inches stroke, worked splendidly and turned up 80 revolutions of the wheel on 115 pounds of steam without heating a box. The draughtsman, who made the drawings, took indicator cards which showed a perfect working of the valves. This steamer is a fine boat and her trial trip has very much pleased all who are interested in her construction and working facilities. There were quite a number of people aboard, who participated in the enjoyable occasion, among whom were Captain James Gibson, appointed master of the new steamer Lackawana' built by the Cleveland Ship Building Co., Mr. Robt. Wallace, vice president of the Cleveland Ship Building Co., Mr. James Wallace, draughtsman for the Cleveland Ship Building Co., Miss Anna Minch, Miss. Hattie Minch, Misses Belle and Anna Patton, Messrs. Louis Radcliffe, Chas. Parsons, M. Myers, Wm. H. Radcliffe and son, J Nichols, James Logan, Guss Leopold, Lou Dickie, Chas. Newell, M. Waller, Lou Miller, Mrs. Cook, Mrs. Wilson and ye editor man of the MARINE RECORD. The presence of the representatives of the dailies being very noticable by their being somewhere else. Owing to a prior engagement Mr. Philip Minch, after conducting his daughters aboard, was obliged to absent himself from the party.

Captain Albert E. Myers will command this new boat the coming season, and Mr. Sealover is chief engineer. They are both good men for the position, and are as proud of their new boat as a Frenchman with a big string of fish. May they never get left on a lee shore is the wish of the RECORD.

LITTLE RECORDS.

The vessel tonnage taken at Duluth for wheat is about 1,750,000 bushels, nearly all of it at 3½ cents. Few cargoes will get out before May 15th. There will be 10,000,000 bushels in store by May 10th.

Chicago coal dealers are preparing for the shovelers' strike, which is said to be ordered on the arrival of the first cargo from Buffalo. The union demands that no non-union men be employod. The dealers are gathering Italians as fast as possible to put on when the union men leave.

At Port Austin, Mich., the schooner Emeu, of Sandusky, loaded with 200,000 feet of lumber, from Tawas for Cleveland, was driven back Thursday night by a heavy wind and struck the Port Austin reef near the lighthouse. The crew were taken off by the life saving crew and the schooner scuttled to save her.

The Saginaw mine, at Ishpeming, Mich., idle for four years, has been leased by a syndicate of Detroit capitalists and will be unwatered at once and actively worked during the season. At the Mitchel mine one hundred men have been laid off and one shaft only is being work; reason the failure to make sales of ore at Cleveland

LAKE CARRIERS' ASSOCIATION,

TO CONSIDER AND TAKE ACTION UPON ALL GENERAL QUESTIONS RELATING TO THE NAVIGATION AND CARRYING BUSINESS OF THE GREAT LAKES AND THE WATERS TRIBUTARY THERETO, WITH THE INTENT TO IMPROVE THE CHARACTER OF THE SERVICE RENDERED TO THE PUBLIC, TO PROTECT THE COMMON INTEREST OF LAKE CARRIERS, AND PROMOTE THEIR GENERAL WELFARE.

BOARD OF MANAGERS, 1888.

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MARINE RECORD—OFFICIAL PAPER.

CHANGES IN STEERING AND SAILING RULES.

Rules to be observed by vessels of the navy and the mercantile marine of the United States, navigating the harbors, lakes, and inland waters of the United States. (Approved by the secretary of the treasury, circular No. 14, of March 1, 1883.)

PRELIMINARY.

The instructions herein contained will be observed in the navigation of vessels of the mercantile marine of the United States; and, by provisions of the Revised Statutes the following rules, from one to twenty-four, inclusive, are made applicable to the navigation of vessels of the navy. (Collectors will notice the modifications of the circular of February 17, 1877, which is hereby superseded.)

Every sail vessel of the mercantile marine navigating without complying with the instructions of this circular will be liable to a penalty of two hundred dollars, for which sum the vessel may be seized and proceeded against.

STEAM AND SAIL VESSELS.

Rule One. Every steam vessel which is under sail and not under steam shall be considered a sail vessel; and every steam vessel which is under steam, whether under sail or not, shall be considered a steam vessel.

LIGHTS.

Rule Two. The lights mentioned in the following rules, and no others, shall be carried in all weather between sunset and sunrise:

LIGHTS FOR OCEAN GOING STEAMERS AND STEAMERS CARRYING SAIL.

Rule Three. All ocean going steamers, and steamers carrying sail, shall, when under way, carry—

(*a*) At the foremast head, a bright white light, of such a character as to be visible on a dark night, with a clear atmosphere, at a distance of at least five miles, and so constructed as to show a uniform and unbroken light over an arc of the horizon of twenty points of the compass, and so fixed as to throw the light ten points on each side of the vessel, namely, from right ahead to two points abaft the beam on either side.

(*b*) On the starboard side, a green light, of such a character as to be visible on a dark night, with a clear atmosphere, at a distance of at least two miles, and so constructed as to show a uniform and unbroken light over an arc of the horizon of ten points of the compass, and so fixed as to throw the light from right ahead to two points abaft the beam on starboard side.

(*c*) On the port side, a red light, of such a character as to be visible on a dark night, with a clear atmosphere, at a distance of at least two miles, and so constructed as to show a uniform and unbroken light over an arc of the horizon of ten points of the compass, and so fixed as to throw the light from right ahead to two points abaft the beam on her port side.

The green and red light shall be fitted with inboard screens, projecting at least three feet forward from the lights, so as to prevent them from being seen across the bow.

LIGHTS FOR TOWING STEAMERS.

Rule Four. Steam vessels, when towing other vessels, shall carry two bright white mast head lights vertically, in addition to their side lights, so as to distinguish them from other steam vessels. Each of these mast head lights shall be of the same character and construction as the mast head lights prescribed by rule three.

LIGHTS FOR STEAMERS NOT OCEAN GOING NOR CARRYING SAIL.

Rule Five. All steam vessels other than ocean going steamers and steamers carrying sail shall when under way, carry on the starboard and port sides lights of the same character and construction and in the same position as are prescribed for side lights by rule three, except in the case provided in rule six.

LIGHTS FOR STEAMERS ON THE MISSISSIPPI RIVER.

Rule Six. River steamers, navigating waters flowing in the Gulf of Mexico and their tributaries, shall carry the following lights namely: One red light on the outboard side of the port smoke pipe, and one green light on the outboard side of the starboard smoke pipe. Such lights shall show both forward and abeam on their respective sides.

LIGHTS FOR COASTING STEAM VESSELS AND STEAM VESSELS NAVIGATING BAYS, LAKES, AND RIVERS.

Rule Seven. All coasting steam vessels other than ferry boats, and vessels otherwise expressely provided for navigating the bays, lakes, rivers, or other inland waters of the United States, except those mentioned in rule six, shall carry the red and green lights as prescribed for ocean going steamers, and in addition thereto a central range of two white lights; the after light being carried at an elevation of at least fifteen feet above the light at the head of the vessel. The head light shall be so constructed as to show a good light through twenty points of the compass, namely, from right ahead to two points abaft the beams on either side of the vessel, and the after lights so as to show all around the horizon.

LIGHTS FOR FERRY BOATS

shall be regulated by such rules as the board of supervising inspectors of steam vessels shall prescribe. (See additional rules below.)

LIGHTS FOR SAILING VESSELS.

Rule Eight. Sail vessels under way or being towed shall carry the same lights as steam vessels under way, with the exception of the white mast head light, which they shall never carry. (See rule three, *b* and *c*)

EXCEPTTIONAL LIGHTS FOR SMALL SAILING VESSELS.

Rule Nine. Whenever, as in case of small vessels during bad weather, the green and red lights cannot be fixed, these lights, shall be kept on deck, on their respective sides of the vessel, ready for instant exhibition, and shall, on the approach of or to other vessels, be exhibited on their respective sides in sufficient time to prevent collision, in such a manner as to make them visible, and so that the green light shall not be seen on the port side nor the red light on the starboard side. To make the use of these portable lights more certain and easy, they shall each be painted outside with the color of the light they respectfully contain, and shall be provided with suitable screens.

LIGHTS FOR STEAM VESSELS AND SAILING VESSELS AT ANCHOR.

Rule Ten. All vessels, whether steam vessels or sail vessels, when at anchor or in roadsteads or fair ways, shall between sunset and sunrise, exhibit where it can best be seen, but at a height not exceeding twenty feet above the hull, a white light in a globular lantern of eight inches in diameter, and so constructed as to show a clear, uniform, and unbroken light, visible all around the horizon, and at a distance of at least one mile.

LIGHTS FOR PILOT VESSELS.

Rule Eleven. Sailing pilot vessels shall not carry the lights required for other sailing vessels, but shall carry a white light, at the mast head, visible all around the horizon, and shall also exhibit a flare up light every fifteen minutes.

LIGHTS FOR COAL BOATS, TRADING BOATS, RAFTS, AND OTHER LIKE CRAFT.

Rule Twelve. Coal boats, trading boats produce boats, canal boats, oyster boats, fishing boats, rafts, or other water craft, navigating any bay, harbor, or river, by hand power, horse power, sail, or by the current of the river, or which shall be anchored or moored in or near the channel or fair way of any bay, harbor, or river, shall carry one or more good white lights, which shall be placed in such a manner as shall be prescribed by the board of supervising inspectors of steam vessels."

Rule 12 shall be so construed as not to require row boats and skiffs upon the river St. Lawrence to carry lights. (Act June 19, 1886.)

Rules to be observed by vessels of the Navy and the mercantile marine United States, navigating the harbors, lakes, and inland waters of the United States. (Approved by secretary of treasury, circular March 1, 1883)—Continued.

LIGHTS FOR OPEN BOATS.

Rule Thirteen. Open boats shall not be required to carry the side-lights required for other vessels, but shall, if they do not carry such lights, carry a lantern having a green slide on one side and a red slide on the other side, and, on the approach of or to other vessels, such lantern shall be exhibited in sufficient time to prevent collision, and in such a manner that the green light shall not be seen on the port side nor the red light on the starboard side. Open boats, when at anchor or stationary, shall exhibit a bright white light. They shall not, however, be prevented from using a flare-up in addition, if considered expedient.

LIGHTS ON VESSELS OF THE UNITED STATES NAVY.

Rule Fourteen. The exhibition of any light on board of a vessel of war of the United States may be suspended whenever, in the opinion of the secretary of the navy, the commander-in-chief of a squadron, or the commander of a vessel, acting singly, the special character of the service may require.

FOG SIGNALS.

Rule Fifteen. Whenever there is a fog or thick weather, whether by day or night, the fog-signals shall be used as follows:

(*a*) Steam vessels under way shall sound a steam-whistle, placed before the funnel not less than eight feet from the deck, at intervals of not more than one minute.

(*b*) Sail-vessels under way shall sound a fog-horn at intervals of not more than five minutes.

(*c*) Steam-vessels and sail vessels, when no

under way, shall sound a bell at intervals of not more than five minutes.

(*d*) Coal-boats, trading-boats, produce-boats canal-boats, oyster boats, fishing-boats, rafts, or other water-craft, navigating any bay, harbor, or river, by hand-power, horse-power, sail, or by the current of the river, or anchored or moored in or near the channel or fair-way of any bay, harbor, or river, and not in any port, shall sound a fog-horn or equivalent signal, which shall make a sound equal to a steam-whistle, at intervals of not more than two minutes.

STEERING AND SAILING RULES.

SAILING VESSELS.

Rule Sixteen. If two sail-vessels are meeting end on, or nearly end on, so as to involve risk of collision, the helms of both shall be put to port, so that each may pass on the port side of the other.

Rule Seventeen. When two sail-vessels are crossing, so as to involve risk of collision, then, if they have the wind on different sides, the vessel with the wind on the port side shall keep out of the way of the vessel with the wind on the starboard side, except in the case in which the vessel with the wind on the port side is close-hauled and the other vessel free, in which case the latter vessel shall keep out of the way. But if they had the wind on the same side, or if one of them has the wind aft, the vessel which is to windward shall keep out of the way of the vessel which is to leeward.

STEAM-VESSELS MEETING.

Rule Eighteen. If two vessels under steam are meeting end on, or nearly end on, so as to involve risk of collision, the helms of both shall be put to port, so that each may pass on the port side of the other.

TWO STEAMERS CROSSING.

Rule Nineteen. If two vessels under steam are crossing so as to involve risk of collision, the vessel which has the other on her starboard side shall keep out of the way of the other.

SAIL AND STEAM-VESSELS MEETING.

Rule Twenty. If two vessels, one of which is a sail-vessel and the other a steam-vessel, are proceeding in such directions as to involve risk of collision, the steam-vessel shall keep out of the way of the sail-vessel.

STEAM-VESSELS APPROACHING ANOTHER VESSEL, OR IN A FOG.

Rule Twenty-one. Every steam-vessel, when approaching another vessel, so as to involve the risk of collision, shall slacken her speed, or, if necessary, stop and reverse, and every steam-vessel shall, when in a fog, go at a moderate speed.

VESSEL OVERTAKING ANOTHER.

Rule Twenty-two. Every vessel overtaking another vessel shall keep out of the way of the last-mentioned vessel.

RIGHT OF WAY.

Rule Twenty-three. When, by rules seventeen, nineteen, twenty, and twenty-two, one of two vessels shall keep out of the way, the other shall keep her course, subject to the qualifications of rule twenty four.

SPECIAL INSTRUCTIONS.

Rule Twenty-four. In construing and obeying these rules, due regard must be had to all dangers of navigation, and to any special circumstances which may exist in any paticular case, rendering a departure from them necessary, in order to avoid immediate danger.

SAILING-VESSELS TO BE FURNISHED WITH SIGNAL-LIGHTS AND TO SHOW TORCHES.

Rule twenty-five. Collectors or other chief officers of the customs shall require all sail-vessels to be furnished with proper signal-lights; and every such vessel shall, on approach of any steam-vessel during the night-time, show a lighted torch upon that point or quarter to which such steam-vessel shall be approaching.

ADDITIONAL RULES.

These additional rules (found in the proceedings of the board of supervising inspectors of steam-vessels and decisions of treasury department) are published for the information of all concerned:

LIGHTS FOR FERRY-BOATS.

Rule Sixty-five. All double-ended ferry-boats on lakes and sea-board* shall carry a central range of clear, bright, white lights, showing all around the horizon, placed at equal altitudes forward and aft; also such side-lights as specified in section 4233 of the revised statutes, rule 3, paragraphs *b* and *c*. Local inspectors, in districts having ferry-boats, shall, whenever the safety of navigation may require, designate for each line of such boats a certain light, white or colored, which shall show all around the horizon, to designate and distinguish such line from each other, which lights shall be carried on a flag-staff amidships, fifteen feet above the white range-lights. * * * The signal-light on ferry-boats, on waters flowing into the Gulf of Mexico and their tributaries, shall be the same as those on all other steamboats on the same waters, except double-ended ferry-boats which shall be governed by the rule governing double-ended ferry-boats on lakes and sea-board.

LIGHTS ON SMALL CRAFT.

Rule supplemental to rule twelve, and by virtue thereof:

All coal boats, trading boats, produce boats, canal boats, oyster boats, fishing boats, and other water craft, navigating any bay, harbor, or river, propelled by hand power, horse power, sail, or by the current of the river, or which shall be moored in or near the channel or fair way of any bay, harbor, or river, shall carry one bright white light forward, not less than six feet above the rail or deck.

Rafts of one crib, and not more than two in length, shall carry one bright white light, on a pole not less than six feet high; three or more cribs in length, shall carry one white light at each end of the raft at the same height.

Rafts of more than one crib abreast shall carry one white light on each outside corner of the raft, making four lights in all.

Row boats shall carry one white light two feet above the stem.

It is recommended by the board of supervising inspectors of steam vessels that, whenever there is a fog by day or night, sailing vessels and every craft propelled by sails upon the ocean, lakes, and rivers, when on the starboard tack, shall sound, with intervals of not more than two minutes, one blast of the fog horn; when on the port tack, two blasts; when with the wind free or running large, three blasts; and that, when lying to or at anchor, they shall sound the bell with the same intervals.

FOG HORNS.

The selection of an instrument to be employed in making the fog signals required by law must in all cases be left to the master or owner of the vessel, it being only necessary that this department shall so far regulate such selection that instruments not effective for the purpose shall be excluded.

Any instrument or device for this purpose, which produces a sound equivalent to that of a steam whistle, will be considered sufficient for the purposes of the law.

CONFLICTING RULES.

Any directions heretofore given by this department conflicting with the above instructions are hereby revoked.

STEAM VESSELS TOWING.

"The following rule adopted by the board of supervising inspectors of steam vessels, (see circular 29, February 25, 1885) has been approved by the secretary of the treasury:

"Section 8. All steam vessels (except upon the Red River of the north and rivers whose waters flow into the Gulf of Mexico,) when engaged in towing during fog or thick weather, shall sound three distinct blasts of their steam whistles in quick succession, repeating at intervals not exceeding one minute."

The followihg section adopted by the borad of supervising inspectors (circular February 11, 1887) has been approved by the secretary of the treasury:

"RULE IX.

"Section 2. It shall be the duty of the inspectors jointly, before granting a certificate of inspection, to thoroughly test the fire apparatus of steamers, and to examine carefully all pumps, hose, life boats, and other equipments required by law, and to see that the [glass globe of] colored signal lights are in no case less thah six inches diameter and six inches high."

*This rule is intended to all ferry-boats subject to the pilot-rules for seas, gulfs, lakes, bays, sounds, or rivers, excep the Red River of the North, or rivers whose waters flow into the Gulf of Mexico.

[*Chicago continued from first page.*]

Captain Quayle, of Grand Haven, has retired from sailing, having sold his schooner Evaline, to Captain S. Jackson, of Kenosha. The Evaline left this port light for Manistee Thursday afternoon last and when off Grosse Point that night, Conrad Rathmonson, aged 30 years, one of her crew, whilst engaged in setting the foregaff top sail fell from the foremast head to the deck and was killed. Captain Jackson put back to this port arriving Friday morning with the lifeless body of the unfortunate sailor.

BUFFALO.

The tugs Hector and Alert from Port Colborne were in for coal Monday. They report considerable business in the Welland just now, especially as the Ogdensburg fleet is already passing up. Generally it is very dull there though low freights are thought to be favorable to the Welland route as with high freight more boats came to Buffalo in order to make more trips.

Buffalo harbor appears to be in better shape than the other lake harbors, none of the incoming fleet having touched bottom, and the propellor Oregon drawing 15 feet 9 inches went out Saturday without any trouble. She towed the Alverson and Harvey Bissell. The latter goes to Sandusky and will drop off at Point Pelee.

There is some uneasiness as to the whereabouts of the schooner C B. Benson. She towed out of Toledo with the J. M. Cummings, but though the Cummings came in Saturday before dark the Benson had not heard from late Sunday.

The coal charters made on Saturday includes the propeller Philadelphia and schooner T. L. Parker for Chicago at 75 cents; the schooner C. B. Benson for Toledo, and the schooner J. G. Richards for Sundusky, both at 50 cents

It was learned Sunday that the propeller Sitka would load here for Duluth on contract and the Tower would go to Ashtabula to load for Duluth at 70 cents.

The propeller Syracuse headed the Chicago fleet into port Friday morning at 10:30 o'clock, followed during the day by the George T. Hope, Wallula, Sitka, Ira H. Owen, and C. Tower Jr. The Hope developed some power as a racer coming down Lake Huron. She went by all the other flyers, and was five minutes ahead of the Sitka and ten ahead of the Syracuse at Detroit, but her fuel neceessitated a slowing up, and when she came into port she had hardly a shovel of coal left.

The Sitka will load coal for Duluth on contract, and the Tower will go to Ashtabula to load coal for Duluth at 70 cents. The Philadelphia loads for Chicago at 75 cents. None of the incoming fleet touched bottom in coming into port, and the Oregon, drawing 15 feet 9 inches, went out Saturday without any trouble.

The most surprising event in marine circles Saturday was the victory of the new steel steamship Owego in the free-for-all race from the straits to Milwaukee. Captain William Griffin of the Monteagle said the Owego was running like a greyhound when she passed him after leaving the straits, and this speed she kept up all the way to the Cream City, the boat reaching there nearly two hours in advance of the Jewett, one of the speediest boats on the lakes.

Owego's speed is a surprise, because at her trial trip last fall she did not do well, and marine men generally predicted that ocean models were not adapted for the lakes. The "Mallory" or salt-water wheel she had been given came in for the most criticism, and so great was the objection to it that the twin boat to the Owego—the Chemung—was given a "Trout" or Buffalo wheel. It was also predicted that the Union line, in putting in over a half-million dollars into the two boats, had invested in white elephants. As regards speed these predictions seem wide of the mark, although the adaptability of ocean models to the needs of the great lakes is yet to be proved. For size the Owego is the largest vessel on fresh water, being thirty-five feet longer than the Susquehanna, built for the Anchor line by the Union Dry Dock Co., who also built the Owego. Chemung, Jewett and Tioga.

The Chicago fleet arrived in numbers about twenty-five in all. So far all have obtained elevators, though some waiting is expected.

The propeller Australasia in getting to her elevator broke her wheel, and will have to go into a dry dock for another. Propeller Nyack the second Lake Superior transit boat, left for Duluth. The first one, the Winslow, which left Saturday, is still on Lake Erie, stopping at way ports. A heavy chartering was done at former rates. An attempt of one tow to obtain an advance to Chicago failed. Charters: Props. John F. Eddy, consort John Shaw, J. B. Lyons, Inter Ocean, to Chicago; R. P. Fitzgerald, consort Northwest, C. J. Kershaw schooner Sunshine, for Milwaukee, all 75 cents; propeller J. C. Pringle, for Kenosha; schooners Sweetheart, F. B. Gardner, for Racine, all 85 cents; propeller Australasia, for Duluth, 60 cents. A few canal cargoes of wheat have been taken at 5 cents to New York, but receivers again refused to pay the figures and nothing is doing. Arrived with grain—Propellers Syracuse, Australasia, J.B. Lyons, Wallulu, C. Tower, Jr., Roumania, W. H. Barnum, George Spencer, Ira H. Owen, Chicago. Cleared with coal—Propellers Wallulu, Duluth; Milwaukee, Milwaukee; schooner American Union, Chicago.

Mr. Samuel McCutcheon, dealer in engineers' supplies, steam and gas fitting, Buffalo, N. Y., whose "ad" appears in another column, has one of the largest and best selected stock of marine engineers' goods on the chain of lakes, and does a very extensive business in his line. He is well knowm as an upright, fair dealer, and has a host of friends among those with whom his business brings him in contact.

EAST SAGINAW.

Special to the Marine Record.

The only excitement of the past week has been the lighter men's strike for an advance of wages from 20 to 30 cents per thousand for the handling on and off of lumber. The price last season was 25 cents, and no doubt all would have been well had it opened up this spring at the same figures. The entire fleet of lighters belonging to the Shaw Transfer Co. and McClellan & Bridger are idle in consequence.

Rivalry between the two lines of steamers between this city and Bay City still continues hot, and promises to be still more so as the season advances. The "Boy Line," consisting of steamers Plow Boy and Post Boy, are hard at work and pick up considerable business, while the steamers W. R. Burt and Golden Eagle, of the old line, seem to still have numerous patrons. The Shaw Transfer Co. also contemplate putting on an excursion steamer for the summer months and no doubt our citizens will have cheap rates.

The new dredge, No. 6, for Carkin, Stickney & Cram, was launched Thursday. She goes to Hay Lake for work there.

The fire tug Edgar Haight is now stationed nights at the mill of Mitchell & McClure.

The schooner Republic is in port unloading 500 tons of coal for the electric light company.

The steamer Golden Eagle is having a new cabin put on her upper deck.

Captain Geo. Felcher has the tug C. C. McDonald all fitted out and will take her to Detroit for use the coming season, where he has lighters working on the garbage contract.

Captain John Nelson, one of the owners of the barge H. W. Hoag, was in the city during the week. Captain reports the Hoag in better condition than ever, and says she is placed for the season.

Inspectors Mahar and Fitzgerald inspected the tugs Nat Stickney, Dudley Johnson and C. C. McDonald on Tuesday.

The tug River Queen has left here and gone to Chicago.

The tow barge Norway arrived at Tawas Thursday; there was a light wind at the time and the captain, J. N. Stewart, made ready to get into the boom. The first mate, J. W. McKinnon, in letting go the line was crushed between the boat and spile and instantly killed. McKinnon was single and about 21 years of age. SHAW.

AMHERSTBURG.

The Quinn Bros. came down Sunday nigh on the tug J. L. Miner and examined thet schooner Francis Palms, where she struck on the lime-kilns Saturday, when in tow of the tug Bob Anderson, and found that she was damaged pretty badly. They patched her with canvas. She will leave for Buffalo in tow of the tug M. D. Carrington, where she will go into the Detroit dry dock for repairs. She was drawing 14 feet 10 inches when she struck.

PORT HURON.

Special to the Marine Record.

During the last gale of north wind there was a crowd of captains in Kendall's marine reporting office, and they got to telling fish stories: one said that he lived in Alpena, and that he went out with a fish boat to see them litt their nets, and as the net was lifted and the fine whitefish and trout were put in the boat, they came to a trout that weighed twenty pounds and had a red light with the bail over his neck; when they got him and examined the light it had the name of the Schooner S. Vanvalkenburg painted on it; she was sunk some weeks before this happened by the Propellor Lehigh.

Ed. J. Kendall, the marine reporter, opened his office April 28, and will keep open day and night until the close of the season; he has a small boat on the river day and night, so as to get all the names of passing boats correct and furnish the newspapers with reliable reports.

Captain Smith, of the schooner L. A. Law, is here to fit out his vessel.

Birkhead is having some work done on her boiler; also the Stewart and and Lowell at the Phœnix Iron works.

Captain Fred Watson is improving very much; he was in a critical condition for three days and had two doctors, but he is all O K now.

The mate, of the schooner Newsboy, who broke his leg some time since, is still at the hospital and home.

The Phœnix Iron works has a double gang at work day and night, and new orders coming in every day. ED.

DULUTH.

The Herald has the following notes: Dredges No. I, 2, 3, and 5 are at Williams, Upham & Co.'s dock, being fitted out for work.

Mathew Carroll has purchased the General J. H. Hammond and will use her for stone hauling.

Captain Lutes' purchase, the Maggie Carroll, is being overhauled and will soon be placed in commission under the name of the "Laundry Girl."

The tug Camp, of Duluth, goes to Bayfield after the arrival here from Philadelphia of the Dixon and will fish for the Booth from there. The Dixon is not expected before June.

Dr. Maggie and Bruce Nimmo of the West End have bought the hansome little steam yatch Sadie that was owned at Ashland last year and will bring her up here as soon as possible. She will be a decided addition to the pleasure fleet of the city.

Not enough ice to make a lemonade remains in the bay or harbor and tugs are free to go and come where and when they will for the first time since last November. The Superior ferry boats will be put on this week and business will begin in earnest in the harbor.

The agents of the propellor Freemont have received telegrams stating that the harbors of Hancock and L'Anse are still ice bound.

Large quantities of lumber will be shipped from Duluth eastward by lake this season. The rate to be paid will be governed by contracts already made in the ore and lumber trade and will be $2,75 to $3 to Lake Erie.

The C. C. Thompson & Walkup company have made contract for delivering 7,000,000 feet of Ashland lumber at Chicago for $2,75 per thousand by the Lake Michigan and Lake Superior line. The city of Duluth, which left Chicago Saturdry the 5th will begin the fulfillment of this contract. This rate is 25 cents less than last spring.

The rumor that the fine propellor Wisconsin was to join the Chicago-Duluth line is confirmed by the company's agent here. The Wisconsin will not be purchased, but secured by lease, and will open and close the season on the through line between Chicago and this city, and the excursion season between Chicago and Mackinaw. She is one of the finest passenger vessels on the lakes.

The trim little tug J. H. Upham jr., entirely rebuilt during the winter was launched Saturday in the presence of quite a numder of interested spectators.

The renovated tug Eviston slipped off the ways into her native element Saturday. The launching was witnessed by a number of people and the perfection which characterized the arrangement was highly praised.

Reports from Two Harbors say the ice is moving down the lake, very rotten and very much broken up.

SAND BEACH.

Special to the Marine Record.

April 30, in for refuge bound down, propeller Garden City, and barge A. H. Lathrop leaking badly. The station crew here pumped her out and the leak was repaired sufficiently to enable her to go on to her destination. Nelson Mills and two barges Oswegatchie and one, D. W. Powers.

May 4, schooner A. Ford, Canadian barge Bruno and two schooners; schooner Home, barges S. E. Curtis, City of Mt. Clemens, light house supply boat Warrington, tug Louise and one barge.

Sunday, May 6, the tug M. Swain with the lighter Aunt Ruth stopped here to transfer steam pumps; they were on their way to the relief of the schooner Emeu which stranded on Port Austin reef early last week.

May 5, the propeller Escanaba, bound down, blew distress signals, which were promptly answered by Captain Plough and his crew. On getting out to her they found that she was disabled by the breaking of her backing eccentric yoke; they telegraphed ahead for the necessary repairs and proceeded slowly on down the lake. T.

BAY CITY.

Special to the Marine Record.

The new steamer Post Boy was tied up here Monday by the custom house officials, for alleged non-compliance with the United States marine laws.

The new steamship Tom Adams, recenly launched at Wheeler's yard, is nearly ready for sea and is a beautiful craft.

The tug J. Beebe, jr., has been chartered to go to Lake Superior.

Tug business at this port is exceedingly dull at present, and the lucky man is the man who sold his tugs last winter.

I. Barringer, of East Tawas, has purchased the tug John Lawrence of Green Bay. She will do duty at Tawas this season.

Captain John Rogers has gone to Marquette to sail the tug Gilbert.

Captain J. P. Devaney will sail the tug Lawrence at East Tawas.

Freights remain about the same with no prospect of a raise soon. SHAW.

TORONTO.

John Ritchie, aged 72, known as the "sailors friend," died here Monday afternoon, after a long life of usefulness amongst seamen of this port. He was manager of Sailors' Institute for twenty years, and flags are flying at half mast on all shipping in the port.

Tuesday morning a man named Louis Joseph Leonard, aged 35, deliberately jumped off the wharf at Hachelaga, and although both rope and piece of plank were thrown to him, he refused all assistance and sank a few yards from shore. while with some friends Monday Leonard asked the easiest way a man could put an end to himself, but as he was known to be eccentric nothing was thought of the strange question. Deceased, who left a widow and several children, had been without work for some time and had been drinking considerably of late. The body has not yet been recovered as the currant is very strong where the unfortunate man met his death.

KINGSTON.

Monday afternoon at five o'clock the M. T. company's new barge, Kildonan, was successfully launched from the shipyard. She is valued at $25,000

The steamer Geneva has gone to Deseronto to get docked. After being caulked she will go on the ferry route between Gananomaque and Clayton

The Grantham, while leaving the harbor with ore Sunday, went aground near the tower. The water is fully eighteen inches lower this year than it was last.

H.L. Wilson, of Queen's college glee club, brought up from Brockville Saturday Messrs. Beecher and Kincaid's new steam yacht, on which the club will make a trip during the summer.

Captain Milo D. Estes, of the St. Lawrence has arrived at Kingston, where he will superintend repairs on the steamer St. Lawrence, preparatory to the summer season's work. Last year Folger Bros. did not call for the captain's services until May 15th, and as they gave him notice to begin preperation a month earlier this year, it would appear that the St. Lawrence will be out earlier than usual.

SANDUSKY.

Special to the Marine Record.

Messrs. Groch and Ohlemacher have purchased the barge Pacific from the Hodgman Manufacturing Co. for $2,000.

The B. & O. R. R. Co. are extending their freight house docks out 300 feet and also making it considerably wider; when completed it will be 548x92 feet.

The City of Dresdon got off Captain Monk's ways Monday; the steamer R. B. Hayes took her place and will receive slight repairs on her hull before entering her excursion route to Cedar Point. C. G. S.

The Union Steamboat Co. has applied the principal of the street-railway cable for operating the hoisting machinery in its Chicago warehouse. A single cable 750 feet long runs two inclines and two barrel lifts at the same time.

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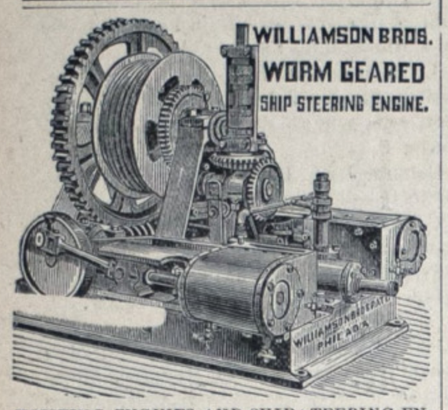

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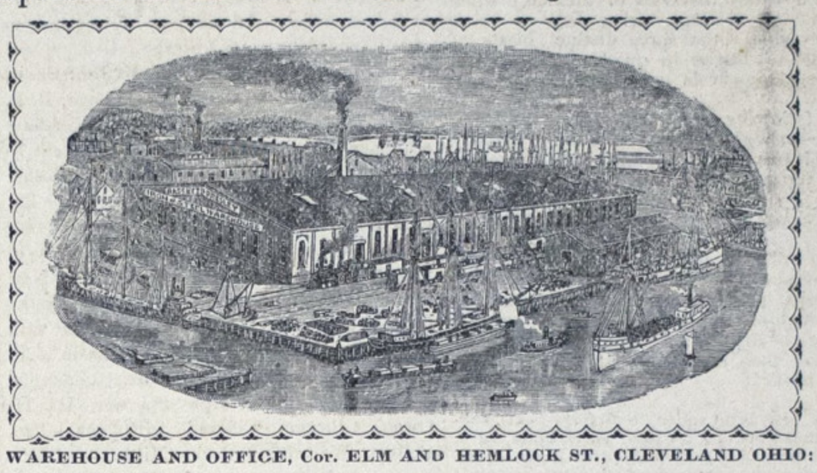

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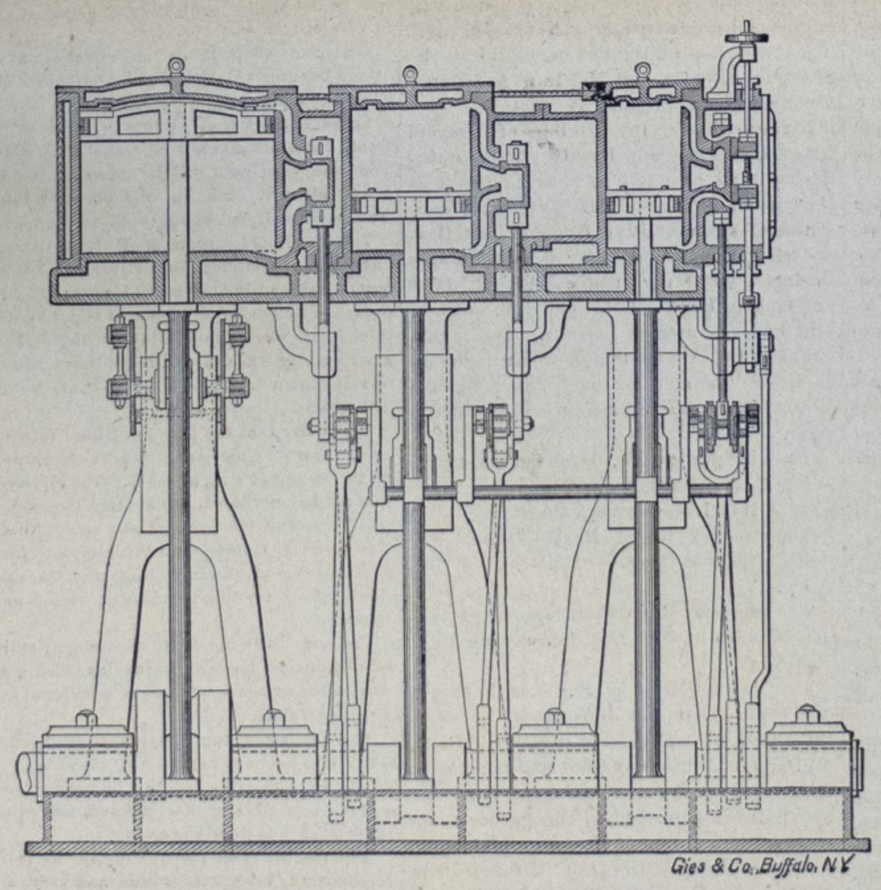

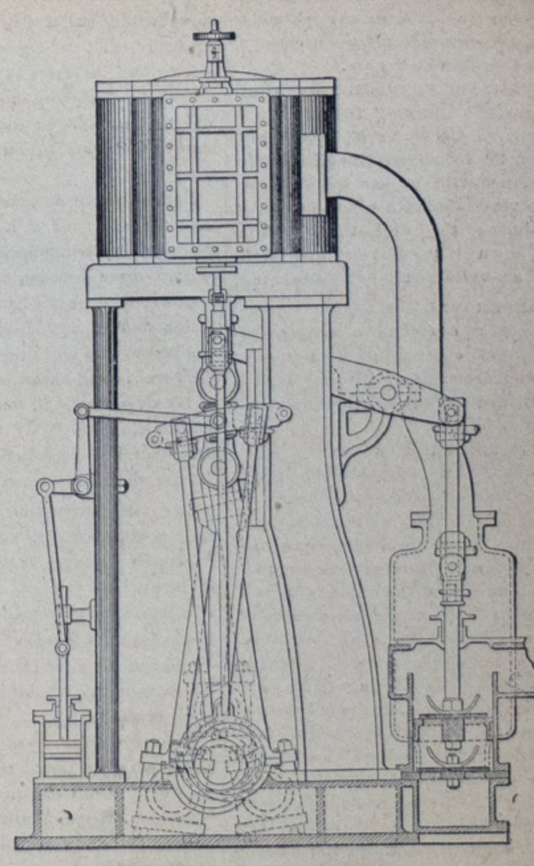

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No 4, Fast Limited Express	°2 55 A M	°2 55 A M
No 8, N. Y. B & A Express	°8 30 A M	°8 55 A M
No 26, Elyria Accommodation	†7 45 A M	
No 24, Buffalo Ac'm via Sandusky	†10 05 A M	†10 15 A M
No 24, Toledo Accom via Norwark	†10 05 A M	†10 15 A M
No. 10, New York & Boston, "Flyer"		°11 35 A M
No 12 N Y & B Fast Express	°2 20 P M	2° 45 P M
No 2, Night Ex via Norwalk	9 40 P M	†10 00 P M
No 22, Night Ex via Sandusky	†9 40 P M	
No 26, Conneaut Accommodation	†4 25 P M	

Westward.	Arrive.	Depart.
No 1, Fast Limited Express	°12 15 A M	°12 15 A M
No. 23, Cleveland Express	°2 15 A M	
No 3, Chicago Express via "	§5 30 A M	5 45 A M
No 25, Mich Accom Norwalk		†5 45 A M
No 21, Toledo Ex via Norwalk	†12 50 P M	†3 20 P M
No 5, St Louis Ex via Sandusky	°10 50 A M	°10 55 A M
No 9, Chi Pac Ex via Norwalk	°6 55 P M	°7 15 P M
No 31, Elyria ac to Elyria only		†4 30 P M
No 27, Conneaut Accommodation	†8 10 A M	

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Reference marks—° Daily, † daily, except Sunday, § daily, except Monday.

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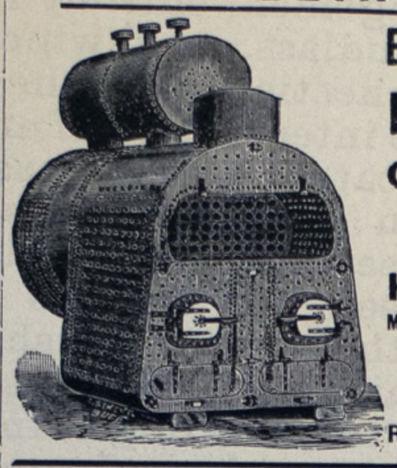

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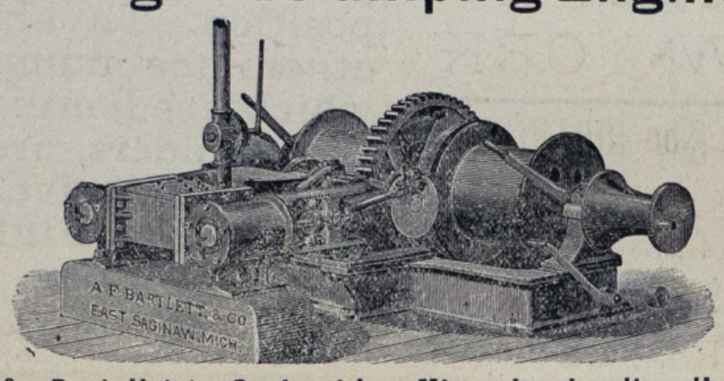

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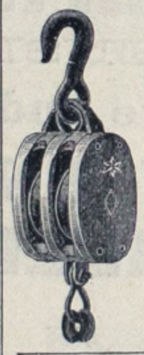

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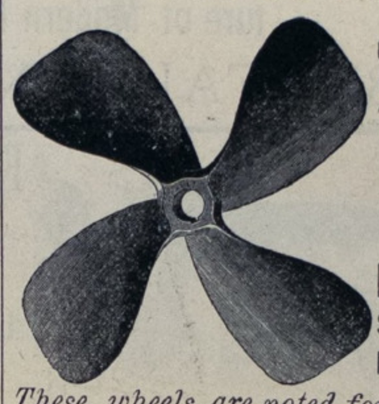

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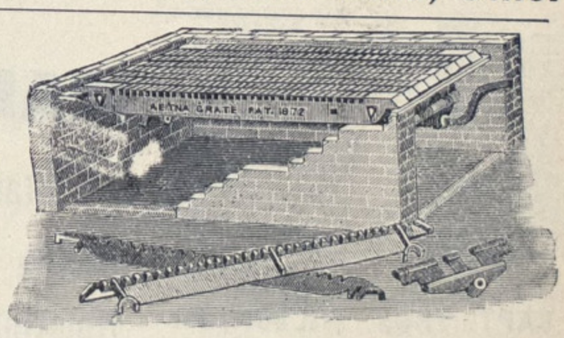

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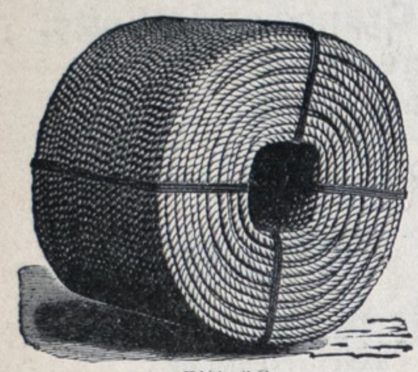

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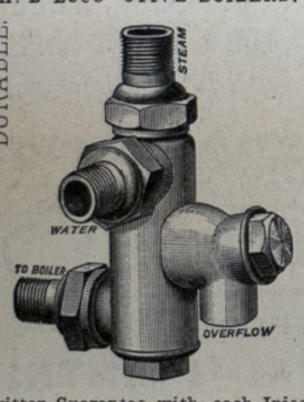

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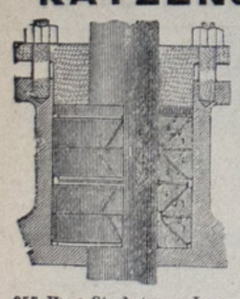

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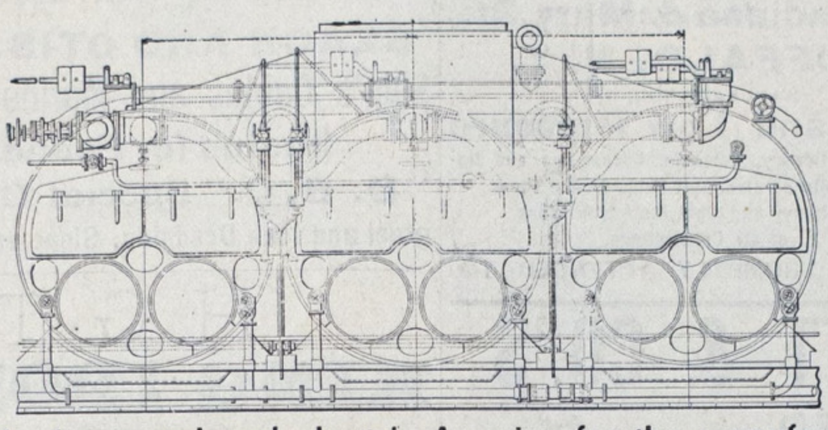

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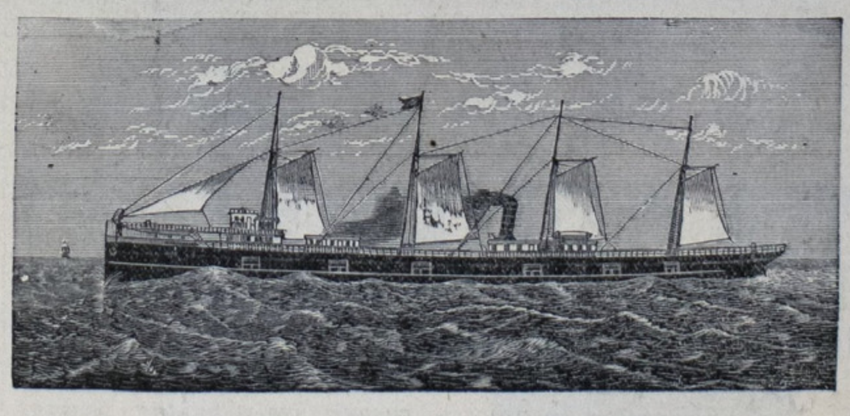

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